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CONSTRUCTION OF AVIATION FACILITIES IN MACEDONIA

Trifun Maksimovski

In carrying out the directives of the Fourth Plenary Session of the Yugoslav Aviation Association and those adopted at its own session, the Macedonian Aviation Association has achieved excellent results this year. Among them is the construction of airfields and airfield facilities. Many republic aviation clubs belonging to the Macedonian Aviation Association, using their own manpower and not depending on investment or construction plans, built several hangars and thereby contributed to the successful functioning of aviation schools.

As early as February 1950, the republic council of the Macedonian Aviation Association completed plans for the construction of hangars and forwarded them to the Bitolj, Kumanovo, and Stip aviation clubs. Throughout the year, especially during the summer, work was done daily on the airfields in a systematic way with the full participation of club members. This work was started without any financial means or construction materials, and with insufficient manpower. With the assistance of the people's agencies, Communist Party committees, and mass organizations, shockworker units were organized daily. All sources were procured in every way possible. The aviation club in Bitolj, for instance, sold hay grown on its airfield, and collected over 150,000 dinars to buy building materials. In addition, financial contributions were made by the Bitolj city council and other mass organizations.

Sometimes, however, tremendous difficulties were encountered, causing considerable loss of time and having an adverse effect on other activities of the organization. Finding insufficient understanding of their problems by local party authorities, members of administrative aviation boards and other aviation club members had to turn sometimes to the highest party and government agencies for certain items and building materials. This was done by members from Kumanovo, who met with complete understanding from the authorities to whom they applied.

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The best results were achieved at the Kumanovo airfield due to good working conditions. The hangar is in its final stage of construction. Roofing, doors, and other entrances are in place, so the hangar will be completed before the end of 1951. Club members have also worked on the surrounding area; over 100 meters in front of the hangar were leveled and paved with stones.

The aviation club in Bitolj encountered greater difficulties, and its hangar will not be completed this year. However, building materials and everything else have been procured, so the hangar will be completed before the beginning of the 1952 flying season.

In 1950, the aviation club in Skoplje constructed a giant hangar with an area of more than 900 square meters. This hangar, one of the best and largest in the Yugoslav Aviation Association, makes it possible for the glider, parachute, and pilot school to conduct its activities there. This year, the school will work on its own airfield in Zajcev Rid.

Club members' cooperation on construction work on the Skoplje hangar saved more than 500,000 dinars; another 350,000 were saved in Kumanovo.

This year, the clubs of the Macedonian Aviation Association face the problem of the further development of hangars and airfields, especially where conditions are favorable for the establishment of glider schools, as in Stip, Prilep, and Tetovo.

In 1950, the Celje Aviation Club successfully completed all its assignments, but its greatest achievement was the construction of a large brick hangar built by its own manpower and resources. This was accomplished through the cooperation of club members, members of mass organizations, and the Yugoslav Army.

The Celje glider school fulfilled its personnel training plan. To improve the training of glider pilots, the club's administration has purchased with its own money a Triglav glider, and the Slovenian Aviation Association has promised to send a Cavka-type glider for training purposes.

In view of existing facilities and the great interest displayed by trainees, the aircraft-model school did not develop sufficiently because of the inadequacy of instructor personnel.

In 1950, the parachute section trained 48 parachutists who made one jump, and ten sports parachutists.

The club administration was very active, especially President Vjenceslav Jelas, Vice-President Vinko Vlasicic, and Secretary Ivan Debeljak. The administration obtained a building from the city council which will be put in order and become the aviation center.

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